

ARMY AND NAVY CHRONICLE.

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B. HOMANS, EDITOR.

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[Whole No. 353.]

MISCELLANY.

From the Savannah Georgian, Sept. 22.

NOTES BY THE WAY-SIDE.

SCRAPS FROM MY NOTE BOOK.

While at Fort Fanning in the spring of 183—in company with several gentlemen, I visited "Suwannee Old Town," which is known far and wide as the scene of a bloody conflict between the whites under Gen. Jackson and the Seminole Indians, in which the latter were deservedly and severely thrashed.

We rode on to a deserted plantation just above the town, where we had been informed was the grave of the late Major Sands, of the 4th U. S. Infantry, who died while stationed here, in the fall of 1836. The grave is in an old field, a little to the left of the road, and it was not until after we had spent some time in searching among the high reeds and grass that we were able to find it. On arriving at the lonely spot

"I saw

The humblest of all sepulchres, and gazed
With not the less of sorrow than of awe
On that neglected turf."

At the head of the grave was planted a rough board, shaped something in the form of a tombstone, on which we found written in rude characters a tribute to the memory of the deceased. This mark of respect and affection was the work of a *private* soldier, and it shows the high estimation in which Major Sands was held by those placed under his command. The letters had become so defaced by two years exposure to the weather, that it was with the greatest difficulty we succeeded in decyphering the following inscription, viz:

TO THE MEMORY

of

R. M. SANDS,

Brevet Major United States Army;

who met his untimely death on the

15th September, 1836.

in the 47th year of his age, by
"congestive bilious fever, while in the
active service of his country in subduing
a savage foe—and whose gallantry and
good conduct was not more the subject of
universal admiration, than his untimely
fate of universal regret.

By his death, his country was deprived of a
most critical juncture of an able, indefatigable
and intelligent officer, who had gained the
affections of the soldiers under his
command by his kindness—and the
confidence of all by his courage.

This humble tribute is by one
who knew him in life, and
deplores his untimely
death.

On raising my eyes from this board on which this record was inscribed, I was struck with the appearance of the country around me—it was desolate and lonely in the extreme. The place evidently had once been the abode of civilized man—the work of the skillful agriculturist could still be seen—the furrows of the plough were yet visible—the remains of a fence yet lay scattered over the ground to my right, and upon my left there stood towering in the air as a monument of former prosperity, the chimney of a house which had been burnt by the Indians, and the timbers of which half destroyed were scattered around it. This plantation, for such it *had* been, was now a

complete waste overgrown with grass and weeds, and as I rode away from the desolate and dreary spot, which was the resting place of a brave soldier, I could not help thinking of the many officers and men whose lives have been sacrificed, both in the battle and as victims to the diseases of the climate since the commencement of this war, and whose bones, like those of the gallant bands, now lie mouldering and neglected—far from their homes and distant from the pale of civilized society, in the pine-barrens and hammocks of Florida. With no lasting mark to tell the place of their burial, in a few years every vestige of the spot will disappear, and they and their services will be forgotten.

From the Boston Post.

MR. MAFFITT ON BOARD U. S. SHIP COLUMBUS. —Yesterday forenoon the Rev. John N. Maffitt preached on board the U. S. ship Columbus. About ten o'clock a boat conveyed him on board, where he was kindly received by Capt. Smith and his officers. From the after part of the fore rigging to the front of the poop, on the spar deck, was tastefully laid out as a church. On both sides of the deck forward of the gangways were rows of seats, which were occupied by the seamen. The starboard side of the quarter deck was assigned for the choir, which was composed of several members of the ship's band, a large number of boys, and a few ladies. Midships, abaft the mainmast, was occupied by marines, and abaft them some of the crew of the steamer Caledonia; and around and near the capstern were about twenty ladies, two or three lieutenants, and several gentlemen from the shore. On the larboard side of the quarter deck sat a hardy looking set of seamen, nearly all young men. In the curvature for the wheel, in the front of the poop, sat Capt. Josiah Sturgis, of the U. S. revenue cutter Hamilton, and several midshipmen, and other officers belonging to the Columbus. On the hatchway, immediately in front of the mizenmast, a neat pulpit, ornamented with flags, was placed, fronting forward.

The ship's awnings, fore and aft, were spread; and from the after part of the fore-rigging to the after part of the mizen rigging was curtained on both sides. The ship's decks were as clean as hands could make them, the guns run out and tastefully secured, and the whole arrangements so complete, as to make a favorable impression upon the minds of landsmen. Far above the heads of the congregation waved the commodore's flag at the main, the ensign at the mizen peak and the jack on the bowsprit. Her topsails and foresails were loose, which, as the wind agitated them, reminded the visitors that they were afloat.

Besides the officers and crew of the Columbus, there were about fifty or sixty ladies and gentlemen from the shore, Capt. McKellar, his officers, and a portion of his crew from the steamer Caledonia, and a boat's crew from the revenue cutter Hamilton, on board.

When all were seated, and order of the strictest character prevailed, Mr. Maffitt opened the services by reading the 103d Psalm. A hymn was next read, and was very well sung, accompanied with several musical instruments. Mr. Maffitt made a beautiful and impressive prayer, in which he feelingly laid open the wants of mortals before their Creator, invoking his blessing and protection. Another hymn was sung; after which he selected for the subject of his remarks the 9th verse of the 55th chapter of Isaiah. He said that when he was invited to preach on

board the Columbus, he was partly at a loss what subject to select that would be acceptable to an audience of seamen. After some reflection, however, he thought that the simplicity of religion, when enforced in a scriptural spirit, was universal in its application, and as well suited to the mariner as the landsman. Before entering into the spirit of his discourse, he led the minds of his audience to contemplate God in his works, and showed the difference between His modes of operation and government, and that of man.

He showed the relation in which man stood to all the other works of God, and traced the emanations of his mind to the being whose impress he bore, with clearness, force, and great beauty. He spoke of the moral government of God, reviewing the different changes which had taken place among the human family—the elevation of one nation—the destruction of another, and the glory of a third, carefully noting that those nations rose or fell in the same proportion as they worshipped or forgot their Maker.

The discovery of America—the inspiration of Columbus—the American revolution—the wonderful discoveries of modern times—the progress of Christianity—the universal thirst for liberty, and a great many other interesting subjects, he skilfully interwove with this subject, and in the end made them all contribute to sustain the position he had assumed in the outset. He contended that the natural laws by which the universe was governed were simple, and hence inferred that Christianity was of divine origin from its simplicity. Christ was lowly, and in the eyes of the world, simple, yet he chose simple instruments whose labors have revolutionized the moral world.

The eloquence and earnestness with which he urged the Captain, officers, and crew to preserve inviolate the honor of the country, entrusted to their keeping, were grand beyond description. And, in order to do it effectually, they were enjoined never to forget that they were dependent upon God.

His concluding remarks were full of warmth and entreaty; and many a tar, by his looks, acknowledged their force. This discourse, throughout, was one of the best which Mr. Maffitt has delivered in Boston.

The singing of a hymn and prayer closed this interesting service.

OUR NAVY.—The favorable mention of our navy, its officers and men, by Lady Blessington, will be here read with pride and pleasure by many who have not read her "Idler in Italy."

We have met this little paragraph about a dozen times lately, officiating as file-leader to a pair of paragraphs from the work mentioned, in which the lady gives a brief account of her visit to an American ship of war in the Mediterranean. In this account she speaks of the ship as kept in perfect order, of the crew as clean, healthy-looking, and civil, and of the officers as polite, well-informed, and agreeable. Now we should like to know what special occasion there is for "pride and pleasure" in these commendations—particularly from a lady of such questionable fame as my Lady Blessington's. We all know—every body knows—that our ships of war are what they should be, and that our naval officers are gentlemen. Why must we be so proud and happy when the fact is mentioned by such a person?—*New York Commercial Advertiser.*

From the Boston Mercantile Journal.

THE BRITISH NAVY.

MR. EDITOR.—Few Americans are aware of the vast difference between British ships on the old and new plans of construction. Officers of the United States navy, (to whom the advantages of comparison between their own and British ships are unfortunately limited,) have been accused of exaggerating the vast increase in force and dimensions, which the British Government have introduced into their navy since

the war of 1812. But a glance at the following table will exhibit the facts as they are:

	Old system.	New system.	
	TONS.	TONS.	GUNS.
1st class,	2601	3099	120
2d class,	2279	2609	84
3d class,	1741	2212	72
4th class,	1468	2082	50
5th class,	1293	1632	36
6th class,	500	988	26

The breadth of beam of the *Vanguard*, which is pronounced by officers of all nations to be the finest ship of war in the world, is 59 feet 6 inches, which is greater than that of the *Pennsylvania*, which carries 140 guns! The *Vanguard* carries 80 guns, of which the lower tier are said to be all Paixhan guns, and they are from two to three feet higher from the water than the guns in our old-fashioned ships of the line. What shall we do? O.

As a comparison is here attempted to be made between the *Vanguard* 80, and the U. S. ship *Pennsylvania* 120, we will give some of the principal dimensions of both ships, from which our naval readers can form their own opinions as to the relative strength or force of the two.

	Penn.	Van.
	feet. in.	feet. in.
Length on deck,	210	190
Extreme breadth,	58 1	56 9
Depth of hold,	23 4	23
Tonnage,	about 3,000	2,589

Foreign Miscellany.

The following historical memoranda may be interesting to a portion of our readers. They are taken from an English work, lately published, entitled "Extracts from Holy Writ, and various Authors, intended as helps to meditation and prayer; designed principally for soldiers and seamen. By Captain Sir Nesbit Willoughby R. N., K. C. H."

A LIST OF MILITARY OFFICERS WHO HAVE HAD MONUMENTS ERECTED TO THEM, AT PUBLIC EXPENSE, IN WESTMINSTER ABBEY AND ST. PAUL'S. Gen. Wolfe; killed at Quebec in 1759.

Major Andre, Adjutant General of the British Forces in America; he fell a sacrifice to his zeal for his country, in 1780.

General Sir Ralph Abercrombie; killed at Aboukir in 1801.

Major General Bowes; killed at Salamanca.

Major General Sir Isaac Brock; killed in Canada in 1814.

Honourable Colonel Cadogan; killed at Vittoria in 1813.

Marquis Cornwallis; died in Bengal in 1805.

Generals Crawford and Mackinnon; killed at Ciudad Rodrigo in 1812.

Sir Eyre Coote, H. E. I. C. S.

Major General Dundas; died in 1794.

Major General the Honourable Sir Edward Pakenham and Major General Gibbs; killed at New Orleans in 1815.

Major General Gillespie; killed at Kalunga Nepaul, in 1814.

Major Generals Gore and Skerrett; killed at Bergen op-Zoom in 1814.

General Lord Heathfield; died in 1790.

Major General Houghton; killed at Albuera in 1811.

Major General Hay; killed at Bayonne in 1814.

Major Generals Mackenzie and Langworth; killed at Talavera, in 1809.

Major General Le Marchant; killed at Salamanca in 1809.

Lieutenant General Sir John Moore; killed at Corunna, in 1809.

Lieutenant Colonel Sir William Myers; killed at Albuera.

Lieutenant General Sir Thomas Picton; killed at Waterloo in 1815.

Major General the Honourable Sir William Ponsonby; killed at Waterloo in 1815.

General Ross; killed near Baltimore in 1814.

There are also some beautiful ones erected to the memory of various officers by their regiments, particularly Colonel Fletcher, Royal Engineers; Colonel McCleod, of the 43rd regiment; and the Honourable Colonel Lake, of the 29th regiment; Colonel Townsend, and various others.

LIST OF NAVAL OFFICERS WHO HAVE HAD MONUMENTS TO THEIR MEMORY IN ST. PAUL'S AND WESTMINSTER ABBEY.

Lord Rodney, died in 1792.

Captain Bayne, Captain Blair, and Lord Robert Manners, killed in Lord Rodney's actions of the 9th and 12th of April, 1792.

Captain Montagu, killed, 1st June, 1794.

Captain Harvey; killed 1st June, 1794.

Captain Hutt; killed 1st June, 1794.

Lord Howe; died in 1799.

Captain Faulkner; killed on board the *Blanche* frigate in 1795.

Earl St. Vincent; died in 1804.

Lord Duncan; died in 1804.

Captain Burgess; killed at Camperdown in 1797.

Captain Westcott; killed at Aboukir in 1798.

Captain Mosse; killed at Copenhagen in 1801.

Captain Riou; killed at Copenhagen in 1801.

Lord Nelson; killed at Trafalgar, 1805.

Lord Collingwood; died on board the *Ville de Paris* in 1810.

Captain Cooke; killed at Trafalgar, 1805.

Captain Hardinge; killed near Ceylon in 1808.

Captain Duff; killed at Trafalgar, 1805.

A LIST OF ADMIRALS WHO WERE LOST AT SEA WHILST THEIR FLAGS WERE HOISTED.

Admiral Sir Hugh Willoughby; frozen to death, with all under his command, in two ships, in 1554.

Admiral Balchen; drowned, 1774;

Admiral Sir Edward Spraggs; drowned, 1675.

Admiral Sir Cloudesley Shovel; drowned, 1707.

Admiral Basil Beaumont; drowned, 1703.

Admiral Kempenfelt; drowned 1782.

Admiral Sir H. Parker; drowned, 1783.

Admiral Sir Thomas Troubridge; drowned, 1807.

Admiral Reynolds, drowned, 1811.

I ever have and still feel that the admirals who thus perished are as much entitled to public statues as those killed in battle; for a man of war, the moment he is at sea, may be considered to be on a field of battle. There are two superb private monuments in Westminster Abbey and St. Paul's, to Sir Cloudesley Shovel and Kempenfelt.

DRY ROT.—On the 10th of August last we alluded to the patent process of Sir William Burnett for the preservation of timber, canvass, cordage, cotton, woollen, &c. from dry rot, mildew, moth, and premature decay. Since then it has undergone the most trying experiments, and the results have been so perfectly satisfactory and conclusive that no doubt can any longer be entertained of the immense importance of this valuable discovery. We have perused, amongst many authentic documents in proof of the efficacy of this solution, one certificate, to which we cannot but consider very material value attaches; it is from the Master Shipwright and the Assistant at Woolwich Dockyard, and represents the result of the trial on timber prepared under this patent, and placed in the fungus pit on the 25th of August, 1836. The document is dated 15th instant, and represents that

the English oak which had been prepared with the solution and remained immersed during four years and eleven months, was found to be perfectly sound, upon opening the pit, whilst that portion which was unprepared had a small spot of fungus on the end: the English elm which had been prepared was also perfectly sound, whilst that which had not been prepared was doaty. The prepared Dantzic fir was likewise perfectly sound, whilst the unprepared portion had fungus on the outside, and was decayed in the heart.

The properties of this solution, as applied to cordage and canvass, have added to their strength and durability. In cases where both have been equally exposed to wet and damp, as well as to the effects of the atmosphere, it appears by an official report from the Secretary of the Admiralty, that the prepared cordage has been found to be on an average about one-twelfth stronger, and the canvas about two-thirds stronger, than the unprepared; and the tests to which both canvas and cordage have been subjected, have been of the severest kinds, the canvas having been placed in a damp cellar under the hemp store in Portsmouth Dockyard, and the cordage buried in the mud of the South Camber, where, after remaining for twelve months, the prepared portions were found uninjured and considerably stronger than those portions that had not been subjected to this valuable process.

The strongest argument in favour of this most useful discovery will be found in the fact that the Admiralty are now testing it in every manner. The *Cornwallis* has recently taken out a set of sails of prepared canvas, to try with others of unprepared canvas.

We sincerely wish this process may meet with the fullest encouragement; it is too well known how difficult it has been hitherto to prevent dry-rot in our ships and buildings, and when a perfectly safe and certain remedy has been found, which not only guards us from this evil, but insures to our canvas, cordage, cotton, and woollen articles, a specific against mildew and the moth, there is little doubt that it will be fully tried and generally adopted before long.

THE DRY ROT.—Government have recently ordered the opening of the fungus pits in Woolwich dockyard, which had been closed in August, 1836, for the purpose of testing the virtues of Sir W. Burnett's process for rendering wood, cordage, and all descriptions of woollen free from the effects of dry rot. The result, it would appear from the report of the officers deputed by the Admiralty to superintend the experiments, is in every way successful, the prepared wood being as clear and sound when it came out as when first deposited. Some samples of prepared canvass and calico were submitted to the same test, with their counterpart unprepared, and the former was as sound as when taken from the loom, whilst the unprepared was entirely destroyed. In consequence of these favourable results, the Admiralty have been induced to take the patent under their especial patronage, and a large iron tank is being erected, with air and force pumps, for the speedy saturation of timber in the Royal dockyard at Portsmouth. Other tanks are in the course of formation in Chatham dock yard. It would likewise appear that metals are prevented from oxidation by this process, and consequently the fastenings of ships' timbers are preserved from rust or decay. It is further a singular fact that articles prepared with this material will become less inflammable in proportion to the strength of the solution used.

CRICKET MATCH EXTRAORDINARY, BETWEEN THE GREENWICH AND CHELSEA PENSIONERS.—This novel match between the one-arm and one-leg pensioners came off on Monday and Tuesday at Hall's cricket ground, Camberwell, by the permission of the governors of the respective institutions, and excited much interest and mirth, from the various falls

which occurred during the play. The charge of admittance to the ground was sixpence, and on Monday there were full two thousand present. It was obvious from the first that the Chelsea veterans being much older, and at the same time mostly men who had lost a leg, would have no chance against the Greenwich tars. The first innings was taken by the Chelsea men, and at the close of the first day the following was the result:—

CHELSEA.			
Greenland	Age 69	One leg, marked	2 run out.
Rogers	64	One leg	1 b. by Hall.
J. Rogers	69	One leg	0 b. by Weatherhead.
Shepherd	71	One leg	0 b. by Weatherhead.
Thatcher	73	One leg	0 run out.
Nottley	60	One leg	0 b. by Weatherhead.
Farmer	55	One leg	4 b. by Weatherhead.
Roberts	55	One leg	0 b. by Montague.
Gilpin	60	One leg	0 b. by Montague.
Develen	88	One leg	0 not out.
Beatty	75	One leg	0 b. by Montague.

Average age 66 Total 7

SECOND DAY—GREENWICH.			
Hall	Age 43	One arm, marked	3 n. by Greenland.
Harding	57	One arm	14 b. by Farmer.
Ashley	47	One arm	3 b. by Greenland.
Radler	44	One arm	0 run out.
Wylie	45	One arm	6 b. by Greenland.
Weatherhead	58	One leg	3 b. by Greenland.
Locknor	62	One arm	8 b. by Greenland.
Boardman	64	One leg	4 run out.
Allender	50	One leg	6 b. by Greenland.
Montague	79	One leg	15 not out.
Poulson	50	One leg	0 b. by Greenland.

Average age 54 Total 62

On the following day (Tuesday) the Greenwich tars got 114 runs, and the Chelsea only 12, leaving the numbers at the close of the match for Greenwich 176, and for Chelsea 19. The best feeling and good fellowship prevailed throughout, and it was not the least interesting part to witness the old boys dine together. Mr. Hall, the host, acted with the greatest liberality towards them. They had a good luncheon of bread, cheese, and porter, before they commenced play; and for dinner quarters of lamb and roast and boiled beef in profusion. On their departure they each had a noggin to drink the Queen's health, and 10s. in cash for their two days exertions, besides their free passage to and fro. It is sixteen years since a similar match took place between the two institutions, which was played in Montpelier Gardens, Blackheath, when the Greenwich heroes came off victorious.

FLOATING BREAKWATERS.—At the meeting of the British Association for the Advancement of Science, at Plymouth, on Saturday, Captain Taylor, of H. M. ship San Josef, read a communication on floating breakwaters. He said, the subject of protection to the harbours of this country was one of very great importance, particularly as the commissioners appointed by the Government had pointed out the desirableness of having three harbours of refuge on the western coast. This would involve an expense of at least 6,000,000*l.*, which at once negated the proposition. There were no less than 250 harbours round the coasts, all of which required protection. In the course of the year 500 ships were wrecked on our coasts, whilst 1,200 lives were annually destroyed; and the annual loss was about 3,000,000*l.* sterling. On the score of humanity, therefore, this subject deserved consideration, and Captain Taylor was prepared to prove that a floating breakwater, made of wood, might be constructed for at least a fiftieth part of the expense of a solid breakwater. A floating breakwater was not liable to many of the objections of the former, and it had been found that in many parts of Plymouth Sound the mud had accumulated to a depth of five feet. A breakwater on this principle was about to be laid down at Brighton, so as to make it a harbour. Mr. J. Scott Russell read a report of the committee on the form of ships. Mr. Grantham described a new plan for disconnecting the addles of steam boats.

WASHINGTON CITY, THURSDAY...OCTOBER 7, 1841.

TERMS OF THE ARMY & NAVY CHRONICLE.—
ONE COPY, \$1 per year—TWO COPIES one year—OR ONE COPY
two years, \$5—FIVE COPIES to one address, \$10.

We have received many letters from old subscribers and correspondents, whom we may regard in the light of friends, congratulating us upon the re-appearance of the Chronicle, and offering their best wishes for its success, accompanied by substantial evidences of their good will. We cannot, and do not, feel insensible to such manifestations of kindness, and in repeating our assurances of continued endeavors to deserve support, we say to all who are favorably disposed towards the Chronicle, as politicians say to voters on the eve of an election: 'let each one act as if the success of the enterprise depended upon his own individual aid or exertions.'

The Secretary of the Navy, Judge UPSHUR, has been detained at home, on the Eastern Shore of Virginia, several days by the dangerous illness of his brother, Lieut. G. P. UPSHUR, of the navy. He was expected to leave his residence yesterday for Washington, and may therefore be looked for to-morrow or Saturday.

Major Gen. SCOTT, and his A. D. C. Lieut. ALDEN, arrived in Washington on the 1st instant, from the north.

We were about to fall, hammer and tongs, upon the Norfolk Herald and Beacon, for a pair of pirates, extracting whole columns from our paper which cost us so much labor, and giving no credit therefor. But the Herald immediately made the amende, and we have no heart to scold; the Beacon, we trust, will do likewise.

ARRIVALS AT WASHINGTON.

Sept. 20—Col B K Pierce, 1st Art'y, Fuller's.
27—Capt S B Dusenbery, A Q M, Gadsby's.
Lieut P V Hagner, Ordnance, P. Hagner's.
Surgeon C A Finlay, Army, Fuller's.
30—Lieut M S Miller, 3d Art'y, J. Mason's.
Oct. 1—Major Gen Scott, Gadsby's.
Lieut B R Alden, A D C, Mrs. Brereton's.
2—Capt J R Irwin, A Q M, Capt Mordecai's.
Lieut W R Palmer, Top. Engrs. Fuller's.
Major J W Ripley, Ordnance, do.
4—Capt R C Buchanan, 4th Inf'y, N. Frye's.

LETTERS ADVERTISED.

WASHINGTON, Oct. 1, 1841.

ARMY.—Major W G Belknap, Major W H Chase, Major Charles Mapes, Col D E Twigg.

NAVY.—Lt Wm H Ball, P Mid S C Barney, 2, Lieut S B Bissell, Dr V L Godon, Dr J A Lockwood, Purser Wm Sinclair, P Mid H A Wise, Rev J Wilmer.

BALTIMORE, Oct. 1.

NAVY.—As't Sur Grier, Mid C Throckmorton, Mid Woolsey, 3.

PASSENGERS.

SAVANNAH, Sept. 25, per steam packet Beaufort District, from Charleston, Lieut J C Henshaw, of the army.
Sept. 27, per steamer Newbern, from Pilatka, Capt T P Gwynn, of the army.

CHARLESTON, Sept. 30, per schr. Stephen & Frances, from St. Augustine, Paymaster C Andrews, of the army.

Communication.

THE LATE LIEUT. W. P. JONES, U. S. A.
FORT MCHENRY, Sept. 16, 1841.

At a meeting of the officers of the army, stationed at this post, and in the city of Baltimore, convened in consequence of the decease of Lieut. W. P. JONES, late of the 3d Artillery, whose untimely end was the result of severe injuries received in being thrown with great violence from his horse, whilst returning to this post, after the usual exercises of the troop of Artillery, the following resolutions were submitted and unanimously adopted:

1. That we sincerely deplore the early departure of our late brother officer, in whose death we have lost an esteemed associate and friend—his family a member whose youthful excellence gave flattering promise of a distinguished manhood—and the service an officer who bade fair to prove an ornament to his profession.

2. That we cherish, with mournful pleasure, the remembrance of his many endearing qualities—his kind and gentlemanly deportment—his intelligence—and his devotion to his profession; and his frank and manly conduct in all his intercourse; and that, as a becoming token of our respect for his memory, we will wear, for thirty days, the usual badge of mourning.

3. That we respectfully tender to his father, Gen. R. JONES, of the army, our sincere condolence with him and his family in their sad bereavement.

4. That a copy of these proceedings be transmitted to Gen. JONES, and another copy for publication to the Editor of the Army and Navy Chronicle.

SAMUEL RINGGOLD, *Capt. U. S. Art'y*

H. A. STINNECKE, *Surgeon U. S. A.*

RANDOLPH RIDGELY, *1st Lt. 3d Art'y.*

S. B. DUSENBERY, *Capt. 4th Art. & A. Q. M.*

T. W. LENDRUM, *Major U. S. A.*

Intelligence.

NAVAL RECEPTION OF THE PRINCE DE JOINVILLE.—The reception of the Prince de Joinville by the officers of our navy has been marked with all the courtesy due to so distinguished a visitor. On the arrival of La Belle Poule, a salute was fired—which was promptly returned by the United States ship North Carolina. The Prince soon after visited the North Carolina, and the visit was next day returned by Commodore Perry, who, in the mean time, had directed the civilities of the port and the conveniences of the dock yard to be tendered for the use of the Prince's ships. On Saturday, agreeably to invitation, the Prince visited the navy yard at Brooklyn, where a salute of twenty-one guns was fired on his arrival. A full garrison of marines, and a volunteer company, who had handsomely offered their services, were drawn up in the yard to receive him, the band playing a national air, and the tri-colored flag flying on the ships of war. After visiting the commandant's quarters and receiving the hospitalities of the navy, the Prince visited the ships in ordinary, and the steamer Missouri, the work shops, rope walks, &c. with all of which he expressed himself highly pleased, and with the general arrangements of the yard. On leaving the yard, a salute due to the naval rank of the Prince was fired, which was duly acknowledged on his arrival on board La Belle Poule.—*New York Express.*

VISIT OF THE PRINCE DE JOINVILLE.—The Prince de Joinville, who left this city yesterday for Norfolk via Baltimore, was received by the President with that cordiality and consideration to which he was so fully entitled by the hospitality uniformly extended to our fellow-citizens by the King of the French.

The Prince, indeed, independently of any such

special claim upon our civilities, comes recommended by whatever intelligence, high breeding, a sedulous desire to make himself agreeable, and the most unaffected simplicity of manners, can do to entitle a gentleman to respect and attention every where.

His Royal Highness arrived in this city on Wednesday, and was received by the President at two o'clock on the same day. On Thursday he visited the navy yard in the President's carriage, conducted by Mr. JOHN TYLER, jr. and Commodore NICOLSON, and was received with a complimentary salute of twenty-one guns. At six o'clock he dined with the President in a large party, composed of the corps diplomatique, the members of the Cabinet now in this city, Lord Prudhoe, brother of the Duke of Northumberland, and Sir Henry Hart, both of the Royal navy, and many distinguished officers of our own army and navy.

In the evening, several hundred invitations having been sent out, a very numerous assemblage of citizens of all parties were collected at the President's House, for whose reception all the apartments were thrown open.

A band of music from the navy yard was in waiting, and immediately after dinner struck up the national air of "Hail Columbia," followed by the "Parisienne," and continued to play throughout the evening, which closed with some dancing.

We are gratified to be able to state that the whole entertainment was exceedingly brilliant and agreeable, and altogether worthy of what was, in some sort, an act of national hospitality.—*Madisonian*, Oct. 2.

FLORIDA WAR.

Extract from a report from Col. Worth, commanding, dated 13th September, at Punta Rassa, which is opposite Sanybel Island, on the bay into which the Carlosahatchee river empties, Gulf side.

"I have the honor to report, for the information of the Major General commanding, that on the 11th instant, the appointed day, three of the five messengers sent out from Pease Creek, as you were advised in my report, No. 48, appeared at this point, with forty-six Indians of Hospitaka's band; two remained out to gather others, to whom I have added three. On the 22d instant, I expect to add to the above number about one hundred and fifty, perhaps more. A post will be re-established here, as convenient for the approach of Indians, and as an important point on the Gulf side, in the event of operations south. I shall return to Tampa in a few days, where it is hoped the Indians expected from Arkansas will have arrived, as their presence will greatly facilitate the collection of the Creeks and Tallahassee; from position, objects of the greatest interest.

"The whole number of Hospitaka's people now in is sixty-two, including the chief, three sub-chiefs, and twenty-three warriors."—*Madisonian*.

Correspondence of the Savannah Republican.

PICOLATA, September 17.—As your reporter, it becomes my duty to state, that about five o'clock yesterday morning, a general gloom was spread over the camp stationed in this vicinity, by the death of Lieut. E. M. Thayer, of 2d Regiment of Dragoons, and one of its most promising young officers. The report of a carbine was heard from the closed marquee of that officer early in the morning, and by the individuals who immediately repaired to the spot, Lieut. Thayer was discovered in the last agonies of death. He was seated in a chair, and apparently had shot himself by placing the muzzle of the piece to his head, and springing the weapon by bringing the trigger in contact with his toe.

Lieut. Thayer was originally from Massachusetts, but he is registered as an appointment from Ohio. No cause can be given for the sudden alienation of reason, under the mysterious influence of which he was prompted to commit the act of self-immolation.

NEW CARBINE FOR THE ROYAL SAPPERS AND MINERS.—The pattern of a new carbine, recently sent to Woolwich for the purpose of being used in practical operations to ascertain its capabilities and advantages, has proved its superiority over every other yet submitted to the Board of Ordnance, and the result has been an order for their introduction among the men composing the corps of Royal Sappers and Miners. Twenty stand of these arms have been transmitted to the drill non-commissioned officers. This warlike instrument only weighs eight pounds three ounces, and the barrel measures two feet six inches in length, having a bore equal to the present infantry musket, but with less windage, the balls having to be driven home in the same manner as in rifles. The pieces are all labelled "Tower, 1842." The sword to be fixed on them, instead of bayonets, is formed of excellent material, two feet in the length of the blade, having one sharp cutting edge, and a sharp point, and when attached to the carbine, is exactly equal in length with the musket and bayonet of the line soldiers. The lock of the carbine is constructed on the most approved percussion principle, and the caps have four Vandyck cuttings round the edges, which is a great advantage in securing a firm hold of them in cold weather. The cap splits, instead of bursting, in the action of igniting.

The remains of Commodore Perry were removed yesterday afternoon from the grave where they have remained since they were brought from Trinidad, to their new and final resting place, at the side of the monument, which is to be at once completed, under the direction of a committee of the State.

The outside coffin was almost entirely decayed, leaving the leaden case exposed to view.—*Newport (R. I.) Herald of the Times.*

Laws of the United States.

PUBLIC—No. 11.

AN ACT making appropriations for various fortifications, for ordnance, and for preventing and suppressing Indian hostilities.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, to be paid out of any money in the Treasury not otherwise appropriated, namely :

For repairs of West head battery, Governor's island, Boston harbor,	\$5,000
For repairs of Southeast battery, Governor's island, Boston harbor,	\$5,000
For repairs of Fort Independence and sea wall of Castle island, Boston harbor,	\$65,000
For Fort Warren, Boston harbor,	\$105,000
For repairs of old Fort at New Bedford,	\$5,000
For Fort Adams, Newport harbor,	\$45,000
For fortifications in New London harbor, rebuilding of Fort Trumbull, Connecticut,	\$35,000
For repairs of old Fort Griswold, New London, harbor, Connecticut,	\$10,000
For completing repairs of Fort Niagara, and erecting and repairing necessary buildings therein, New York,	\$20,000
For completing repairs of Fort Ontario, Oswego, New York, and erecting necessary buildings therein,	\$15,000
For Fort Schuyler, New York harbor,	\$70,000
For repairs of Fort Wood and sea-wall, Bedlow's island, New York harbor,	\$50,000
For permanent walls for Fort Columbus, Castle William and South battery, Governor's island, New York harbor,	\$12,000
For repairs of sea-wall of Castle William and other parts of Governor's island,	\$7,000
For Fort Delaware, Delaware river, (provided the title to the Pea Patch island shall be decided to be in the United States,)	

including \$22,770 carried to the surplus fund, January 1, 1841.

For repairing forts at Annapolis harbor, Maryland,	\$50,000
For repairs of Fort Washington, Potomac river,	\$5,000
For Fort Monroe, Old Point Comfort, Virginia,	\$35,000
For repairs of Forts Caswell and Johnston, and preservation of the site of the former, at the mouth of Cape Fear river, North Carolina,	\$115,000
For Fort Sumter, Charleston harbor, South Carolina,	\$5,000
For commencing dyke to Drunken Dick shoal, for preservation of Sullivan's island, and site of Fort Moultrie, Charleston harbor, South Carolina,	\$15,000
For Fort Pulaski, Savannah river, Georgia,	\$30,000
For repairs of Fort Marion, St. Augustine, Florida,	\$35,000
For continuing sea-wall at St. Augustine, Florida,	\$20,000
For Fort Pickens, Pensacola harbor, Florida,	\$5,000
For Fort Barrancas, Pensacola, Florida,	\$20,000
For Fort Morgan, Mobile Point, Alabama,	\$45,000
For Fort Livingston, Barrataria bay, Louisiana,	\$40,000
For repairs of other Forts on the approaches to New Orleans, Louisiana,	\$30,000
For defensive works, and barracks, and purchase of site at or near Detroit, Michigan,	\$50,000
For the purchase of site, and for barracks and defensive works at or near Buffalo, New York,	\$50,000
For fortifications at the outlet of Lake Champlain, and purchase of site,	75,000
For defensive works, barracks, and other necessary buildings, and purchase of a site for a depot at or near the junction of the Matawankeag and Penobscot rivers, Maine,	\$25,000
For contingencies of fortifications,	\$15,000
For incidental expenses attending repairs of fortifications,	\$55,000
SEC. 2. <i>And be it further enacted,</i> That the following sums be, and are hereby appropriated in like manner :	
For current expenses of ordnance service,	\$25,000
For purchase of ordnance and ordnance stores,	\$75,000
For armament of fortifications,	\$100,000
For purchase of saltpetre and brimstone,	\$20,000
SEC. 3. <i>And be it further enacted,</i> That the following sums be in like manner appropriated :	
For preventing and suppressing Indian hostilities, viz.	
For balance required, in addition to the sum applicable out of the amount appropriated at the last session of Congress, for arrearages of pay due Florida militia, called into service by the Governor of the Territory in 1840,	\$19,388.02
For arrearages of pay due Florida militia, commanded by Brigadier General Read, for six months in the service of the United States, commencing November 1840, and terminating April, 1841,	\$297,213.92
For arrearages of pay due to a battalion of Georgia militia, for service on the frontiers of Georgia and Florida, in 1840 and 1841,	\$78,495.92
For the Quartermaster's Department, the sum of	\$440,000
that being the amount required in addition to the amount appropriated at the last session of Congress ; which last sums of	

money for preventing and suppressing Indian hostilities are to be expended under the directions of the Secretary of War, conformably to the acts of Congress of the nineteenth of March, one thousand eight hundred and thirty-six, and the acts therein referred to.

For surveys in reference to the military defences of the frontier, inland and Atlantic,

For arrearages due for roads, harbors, and rivers, where public works and improvements have hitherto been made, and for the protection of public property now on hand at these places, and for arrearages for surveys and completing maps authorized by the act of March 3d, 1839.

For the defraying the expenses of selecting a suitable site on the Western waters for the establishment of a national armory, a sum not exceeding \$5,000; and the President of the United States is hereby authorized to cause such selection to be made, and to communicate all the proceedings which may be had therein to the Congress of the United States, to be subject to its approval.

For the construction or armament of such armed steamers or other vessels for the defence on the Northwestern lakes as the President may think most proper, and as may be authorized by the existing stipulations between this and the British Government,

APPROVED, Sept. 9, 1841.

\$30,000

\$40,000

\$100,000.

ARMY.

OFFICIAL.

GENERAL } HEAD-QUARTERS OF THE ARMY,
ORDERS, } Adjutant General's Office,
No. 58. } Washington, Oct. 2, 1841.

I. The 5th regiment of infantry will proceed to the Detroit frontier and Upper Lakes without delay, and take post as follows:

At Fort Brady, - - - one }
Fort Mackinac, - - - two } Companies.
Fort Gratiot, - - - two }
Detroit and dependencies, five }

II. As soon as relieved by the 5th infantry, the five companies of the 4th regiment of artillery on the Upper Lakes, (including Capt. Munroe's) will proceed to Buffalo, N. Y., and be stationed as follows:

Two at the head quarters, Buffalo,
One at Fort Niagara,
One at Fort Oswego, and
Two at Madison Barracks.

III. Six companies of the 2d regiment of dragoons, with the Major, will be withdrawn from Florida, and under the Colonel proceed without delay to the South-western frontier, and take post as follows:

Four companies at Fort Towson, and
Two at Fort Jesup.

Col. Worth will direct the six companies, on leaving Florida, to proceed via Tallahassee to Mount Vernon arsenal, Alabama, where they will be concentrated.—Four companies of the regiment will continue for the present on duty with the Florida army, under the Lieut. Colonel, who will join the squadron without delay.

IV. The companies of the 4th infantry, now stationed at Forts Towson and Jesup, on being relieved by the dragoons, will take post at such stations as the Commanding General of the second military department may direct.

By COMMAND OF MAJOR GEN. SCOTT:
R. JONES, Adj't. Gen.

OFFICERS' UNIFORMS.

THE JEFFERSON WOOLLEN COMPANY manufacture and keep on hand a supply of sky-blue cassimere, for officers' uniform overalls, of approved quality and color.

Orders may be addressed to the agent of the Company at Brownville, Jeff. County, New York; or to D. Stinson, No. 60 Greenwich Street, City of New York and will receive prompt attention.

Sept. 3—tf.

Military Intelligence.

Medical Staff.—As't Sur. J. Martin, now at Augusta, Geo. arsenal, ordered to Pilatka, to report to the Col. commanding, for duty.

Ass't Sur. R. Weightman, now at St. Augustine, ordered to New York, and there to await further orders.

Surgeon Elwes to report to Supt. recruiting service, N. York, for duty, with a detachment of recruits about to embark for Florida. On arriving in Florida, to report to the Col. commanding for duty.

William Levely, of Md., appointed Assistant Surgeon, and ordered to Fort Columbus, N Y, for duty.

Dabney Herndon, of Va., appointed Assistant Surgeon, and ordered to Carlisle barracks for duty.

Ass't Surgeons H. Holt and W. W. Hoxton resigned, Sept. 30, 1841.

3d Infantry.—Resignation of 1st Lieut. Jacob Currier accepted, Sept 30

NAVY.

ORDERS.

Sept. 27.—P Mid A G Clary, rec ship, Boston.
Mid E T Carmichael, do Norfolk.
Mid A J Drake, do New York.
Mid T C Harris, ship Delaware.

28—Comm'r C L Williamson, com. ship Warren.

29—Capt J Armstrong, com. frigate U. States.
Lieut I S Sterett, frigate United States.
Lieut J L Lardner, sloop Cyane.
Lieut M Mason, Mid D R Wood, H Willis, and M Ford, frigate Macedonian.
P Mid F E Baker, ship Cyane, as acting master.
Mid T H Stevens, naval school, Phila.
Mid L H Lyne, rec ship, Norfolk.
Gunner W H Myers, ship Cyane,
Gunner J Buell, Norfolk station.

30—P Mid G W Chapman, rendezvous, Phila.

Oct. 1—P Mid L Maynard, depot of charts, &c.
Mid J N Briceland, rec ship, Norfolk.
Mid W W Holmes, do, New York.
Carpenter Levi Pease, steamer Fulton.

2—Lieut J E Bispham, frigate Macedonian.
Mid W Hammond, A MacRae, do.

OFFICERS RELIEVED AND DETACHED.

Sept. 28—Capt J Smoot, from rendezvous, Baltimore.
Comm'r W Jamesson, from ship Warren.
Comm'r J Kelly, from navy yard, Phila.
Comm'r E. Byrne, from rendezvous, do.

29—Lieut J W Cooke, from frigate Macedonian.
Surgeon H. S. Rennolds, from rec'g ship, Norfolk.

Mid J L Nelson, from frigate Macedonian.

APPOINTMENT.

Oct. 1—Levi Pease, acting Carpenter.

HEAD-QUARTERS OF THE MARINE CORPS,
Adjutant and Inspector's Office,
Washington, 6th Oct., 1841.

ORDERS.

As a tribute of respect to the memory of Lt. Colonel ROBERT D. WAINWRIGHT, late of the corps of Marines, who died at his late residence, in Washington city, on the 5th inst., at 10 o'clock, P. M., the officers of the corps are directed to wear crape on the left arm and the sword hilt for one month from the receipt of this order.

By order of

ARCH'D HENDERSON, Col. Comm'd't M. Corps.
P. G. HOWLE, Adj. and Insp.

MILITARY EQUIPMENTS.

Just received from France a case of GOLD EMBROIDERIES, &c., consisting of Embroidered SWORD-BELTS, COLLARS, CUFF and SKIRT ORNAMENTS, for uniforms of Military Engineers; also, a complete assortment of EPAULETTES, for Lieutenants, Captains, Majors, and Colonels, and for sale, cheap for cash, by

J. SMITH FRASER,
168 Pearl Street, New York.

N. B. Military and Topographical Swords just received.
Sept. 3—tf

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

Ship Delaware, Capt. C. S. McCauley, bearing the broad pendant of Commo. Morris, left her anchorage off Annapolis on Monday 27th ult. to resume her station for the present in Hampton Roads, where she anchored on Friday. Commander D. G. Farragut, although promoted, remains as her executive officer. Lieut's O. H. Berryman and F. Stanly also remain attached to her. P. Mid. Wm. T. Smith and B. S. Gantt have been appointed acting masters of the Delaware.

EAST INDIA SQUADRON.—Frigate Constellation and ship Boston, at Saldanha bay, Cape of Good Hope, July 29.

BRAZIL SQUADRON.—Ship Decatur, Comm'r Ogden, arrived at Monte Video previously to the 27th July, in 14 days from Rio Janeiro.

WEST INDIA SQUADRON.—Ship Warren, Comm'r Jameson, proceeded up from Hampton Roads to the navy yard, Norfolk, on Tuesday, Sept. 21, for the purpose of being taken into the dry dock.

Ship Levant, Comm'r Fitzhugh, having several light cases of fever on board, dropped down, on the 4th Sept. from Pensacola to the navy yard, to be near the hospital.

The Pensacola Gazette of 18th Sept. says:—In our last, we stated that the Levant, sloop-of-war, had dropped down to the navy yard, in order to be near the hospital. We learn that since then it has been determined to abandon the ship, and the crew are now all on the shore. This measure is the result of a conviction that the cause of the sickness on board, was local in the ship. It is probably owing to the decay of some of the lower timbers of the ship, which it would not be prudent or safe to look into, until the return of cold weather.

We are gratified to be enabled to add, that of the whole number taken sick, not one has died. As fast as they fell sick, they were sent to the hospital, and are now all well or getting well.

FLORIDA FLOTILLA.—Sch'r Flirt sailed from New York on Thursday last. Officers: Lieut. Com'd't, J. T. McLaughlin. Passed Mid. (acting Lieut's,) J. C. Henry, L. McLane, T. B. Huger, J. Rutledge, J. Q. Adams. Passed as't Sur. V. L. Godon. Mid. B. N. Westcott, A. J. Dallas, jr. R. Selden, Passenger, to join brig Jefferson. P. Mid. W. H. Adams.

Schooner Phoenix sailed from Hampton Roads on Wednesday evening, Sept. 22. Officers: Acting Lieut. Com'd'g, C. St. George Noland; Passed Mid. (acting Lieut's,) J. N. Barney, E. Donaldson, S. C. Barney. Ass't Sur. C. H. Broughton; Mid. G. W. Rodgers, F. A. Parker, E. A. Barpett, C. S. Throckmorton; Clerk, — Hollins.

Sch'r Madison sailed from N York on the 26th ult. Officers: Acting Lieut. Com'd'g, W. S. Drayton. P. Mid. (acting Lieut's,) B. F. B. Hunter, W. M. Caldwell, J. S. Ridgely; Ass't Surgeons, D. Harlan, J. Hastings; Acting Master, G. H. Preble; Mid. C. Benham; Clerk, J. Gordon.

MARRIAGES.

In Washington, on Tuesday evening last, RICHARD D. JOHNSON, of Cumberland, Md., to NANCY DOUGLASS, daughter of JOHN D. SIMMS, Esq., of the Navy Department.

In Newport, R. I. Lieut. ISAAC J. STEVENS, of the U. S. corps of Engineers, to Miss MARGARET L. HAZARD.

In Georgetown, D. C., on the 30th ult., Mr. JAMES S. RINGGOLD, to Miss HARRIET B., daughter of Commodore CHARLES MORRIS, of the U. S. navy.

DEATHS.

In this city, very suddenly, on Tuesday night, Lieut. Col. R. D. WAINWRIGHT, of the U. S. Marine Corps. Although Col. W. had been declining in health for some time past, he was well enough to be out the day before his death.

In Norfolk, on the 29th ult., in his 5th year, JOSEPH MOOREHEAD, son of Capt. Wm. M. ARMSTRONG, of the U. S. navy. It has pleased heaven to visit the house of our friend most severely, within the brief space of a few weeks. Two interesting little girls were already gathered to the tomb; and now this sweet boy—the darling treasure of his afflicted parent—has passed away like a bright exhalation of the morning,—a sad memorial of what shadows we pursue in this fleeting world.—L. Norfolk Beacon.

NAVY SUPPLIES FOR 1842.

NAVY COMMISSIONERS' OFFICE, }
September 29, 1841.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, P. M. of Monday, the 1st November next, for furnishing and delivering at the Navy Yards at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y., Philadelphia, Washington, D. C., Gosport, Va., and the Baltimore Naval Station, respectively, such quantities of the following articles, of the best quality, that may be ordered or required from the contractors by the respective Commanders and Commanding Officers at said Navy Yards and Naval Station, or by the Navy Agents, respectively, during the year 1842, for the use of the Navy of the United States, viz.

- No. 1. Bolt and Sheet Copper (not rolled)
- No. 2. Round, flat, and square Iron.
- No. 3. Superfine Flour.
- No. 4. Ship Biscuit (made from superfine flour of the manufacture of the years 1841 or 1842.)
- No. 5. Whiskey.
- No. 6. Butter.
- No. 7. Sperm Candles.
- No. 8. Sperm Oil.
- No. 9. Lined Oil (in its raw state.)
- No. 10. Painis (the several articles named in the printed offers.)
- No. 11. Molasses, Vinegar, Rice, and White Beans.

It is distinctly understood, however, that persons who may offer are not to have any claim or privilege to furnish any greater quantity of any article than may be expressly ordered.

It is also to be understood that, when persons reside at other places than those near which they engage to furnish articles, they will be required to appoint and duly authorize some person, resident at or near the place of delivery, to receive and act upon the requisitions or orders which may be made.

And it is also to be understood, that in case the person who contracts, or his agent, shall neglect or fail to comply with the requisitions or orders he may receive for articles under his contract, in proper time and of proper quality, the officers or agents of the Navy shall be authorized to purchase the same, and the contractor shall be liable for any excess of cost over the contract price.

Separate proposals must be made for each class of articles for each Navy Yard and for the Baltimore Naval Station. The blank offers furnished to individuals must have all the blanks carefully filled up, and must be subscribed as directed in the note on the face of each form, and the offers must be unqualified and unconditional.

Bonds, with two approved sureties, in one third the estimated amounts of the respective contracts, will be required, and 10 per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account be paid until the contracts are complied with in all respects, unless specially authorized by the Board of Navy Commissioners. After deducting ten per centum, payment will be made by the United States within thirty days after the said articles shall have been inspected and received, and bills for the same presented to the Navy Agent, approved by the Commanders or Commanding Officers of the respective Navy Yards and Naval Station aforesaid, according to the terms of the contracts.

The Board of Navy Commissioners reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts.

Blank forms of offers for each denomination of articles will be furnished by the respective Navy Agents or Commanding officers, to persons applying for them, and upon which all offers should be made strictly conforming to the directions which they contain. Samples of the biscuit will be lodged with the Commanding officers of the respective Navy Yards and Naval Station.

Oct. 7—td.

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epauettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing-bureau at Washington, and has been approved of by the chief of the corps.

May 2—t